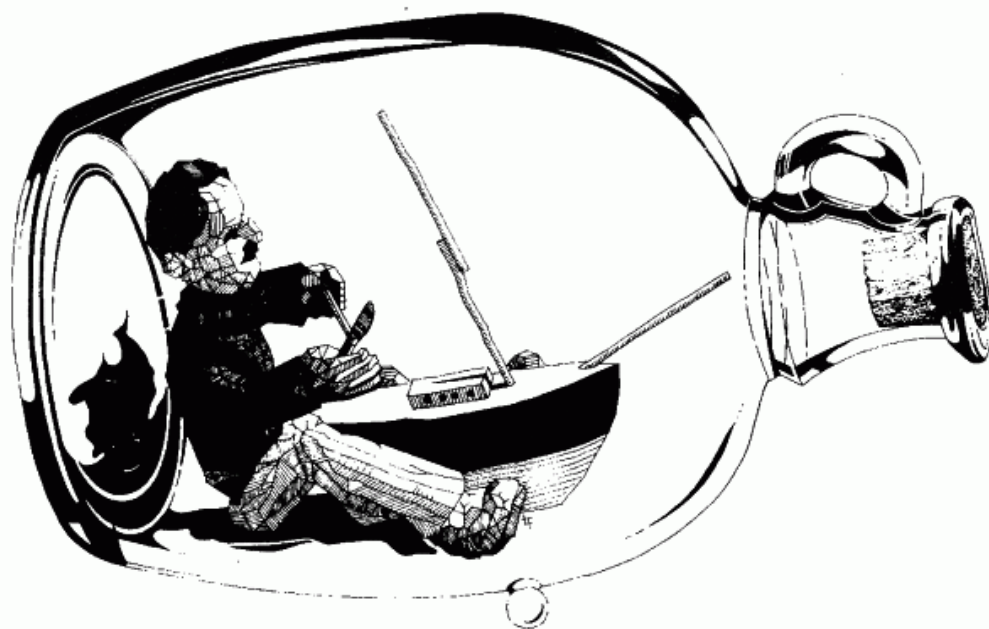


THE BOTTLE SHIPWRIGHT

No1 1985



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Our cover illustration was designed by Per Christensen to advertise a showing of his figures and ships in bottles in the Old Town Museum in the city of Aarhus, Denmark.

The Journal of the Ships-In-Bottles Association of America

THE BOTTLE SHIPWRIGHT is the journal of the Ships-In-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the Membership Chairman: Robin Lee Harris-Freedman, 245 North Fifth St., Harrisburg, PA 17110, USA. Annual dues are \$12.00 for both North American and overseas members.

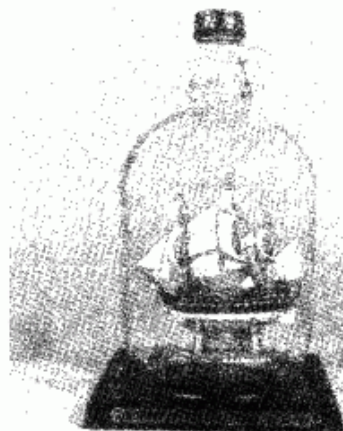
ARTICLES AND PHOTOGRAPHS for publication in The Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee DeZan, Distribution;
Robin Harris Freedman, Membership; Alan Rogerson, Cover Printing

IF THIS BOX IS MARKED YOUR \$12.00 DUES ARE DUE

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SEND TO S.I.B.A.A., P.O. BOX 550, CORONADO, CA 92118



HMS SOVEREIGN OF THE SEAS by Mr. S. Satoh, Osaka, Japan LE PROTECTEUR by Mr. T. Kabayama, Osaka, Japan

From The President



On behalf of the Bottle Shipwright staff, our Membership Officer and myself, I want to wish all of the members of the Association a Merry Christmas and a Happy New Year. I cannot help but feel that if the nations of this planet were bound together by friendship and a common interest, as we are with other world Associations by our small ships and empty bottles, the world could be a better place in which to live. May the New Year be as good to each of you as you want it to be, and may you each turn out and/or collect the best models of your lives.

By now you have received a beautiful invitation to participate in the 2nd Japan International Exposition in Tokyo. I cannot recommend strongly enough that you plan to participate in this prestigious event. I make this recommendation to you regardless of the length of time that you have been bottling ships. The rewards are great and in Osaka I did not observe any of the thousands of people who viewed the ships show less than admiration for the work that had gone into each model. I also recommend very highly that if you participate you should follow the requirements exactly as set out by the Japanese.

The Association patches are just beautiful and the initial order has already been increased to meet the demand. It is a patch you will be proud to wear.

Once again we say "hello" and "HIT THE BOTTLE" to new members. We look forward to hearing from you and seeing photos of your work. Welcome aboard.

Jack

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Japan '85

by Don Hubbard

By now news of the Second Japan International Exposition should have reached you and I hope you are all making plans to participate. I was privileged to attend the First Japan Expo in Osaka in '83 where I was not only able to see the entire 400+ models at close hand, but also met a good many of the fine Japanese builders and spent several enjoyable days with other visitors including Peter Dolphin of New Zealand; our President, Jack Hinkley; Jochen Binikowski of West Germany and Pierre Hugon of France. I can tell you that if you have never see over 400 bottled models on display it is an awesome experience. The diversity in building styles, modes of display and subject matter was an inspirational tonic. The initial showing took place in Osaka and then moved to most of the major population centers in the country. TV and media coverage brought out the crowds and an estimated 80,000 filed through the exhibit during its first six day showing in Osaka. The show catalog which the Japanese Association produced was a masterwork which should be in every builders personal library (it is still available by writing to the folks who sent you your invitation to this next exhibit).

As before, your only obligation is to get your model(s) to Japan. The Robin Freedman's article about packing and shipping, which follows, will tell you what you need to know to accomplish this safely. There is no requirement that you be the greatest builder in the country to participate, only that you build a model and bottle it yourself. There was certainly every level of experience shown at the first Expo, but all of the work was equally interesting, and displayed to be seen at its best.

The rewards for joining in this undertaking are three: First, you receive a framable certificate of participation for the wall of your den or to accompany your models to shows. Secondly, your work will be included in and you will receive a copy of the next fine Exposition Catalog, printed in both English and Japanese, with photos printed in black and white and color); and lastly, you will have the satisfaction of joining with other builders throughout the world in a spirit of comradeship and enthusiasm to produce another historic public showing of our art form. I sincerely urge all of you to become a part of this next International Exposition and I suggest that you ship early so that your model will avoid the Christmas postal backup and reach Japan by the January 31 deadline.

DON HUBBARD

SHIP-IN-BOTTLE SHOW IN NEW YORK

The Whaling Museum in Cold Spring Harbor, New York (near Huntington on the North Shore of Long Island) recently opened a showing of ships-in-bottles taken from the large collection belonging to the Seaman's Bank For Savings in New York. The Seaman's Bank collection of old and antique bottled models is possibly one of the largest and most diverse in the world, and the recently expanded Cold Spring Museum, under the direction of Robert D. Farwell, is utilizing some of its new spaces to host this exhibit. For those living in the New York vicinity the rare chance to see this excellent collection should not be overlooked. And while you are there take the time to enjoy the museum's extensive collection of whaling artifacts and exhibits. Please call the museum for their schedule of showings.

***** PACKING BOTTLES FOR THE JAPAN SHOW *****

by

Robin Harris

The First Japan International Ship-in-Bottle Exhibition was such a success that they have decided to have another one. Their first call for ships brought them 210 ships from different countries plus 200 ships from their own group of builders. One might imagine that there would be some damage with all those fragile models to pack, transport and return. According to Masahiro Hisano, General Manager of the Japanese Association, of the 210 model that arrived from abroad, 7 ships arrived with broken bottles, 4 had repairable internal damage and 2 ships never made it past customs.

With the arrival of this large fleet, they found four main problems that caused damage. First, many stands arrived broken because of packing neglect. Second, multiple models mailed in the same package bumped against each other (not enough padding) and were broken. Third, the outside box was not strong enough to withstand the shock of travel. And finally, the model or parts of it were not securely glued, and when traveling, came loose and rattled around into minute pieces.

Now these problems shouldn't stop us from sending our models to the Second Exhibition in March. In fact, armed with this knowledge we can build and pack our models with better care. Just the thought of receiving a second exhibition catalog of the excellent caliber of the first has started me building daily.

Before packing your models, think of where your ship is going and how it will return. First, to ease the model through customs, each bottle should be marked on the bottom, "MADE IN USA" (or wherever.) This will help on both sides of the Pacific. Second, no matter how securely you pack your models, they will be unpacked, handled and repacked differently, UNLESS you keep your packing simple.

The first step is to make a strong inner container for your model. The Japanese have asked us to avoid using wood because of the stringent and time consuming quarantine inspection it causes, but you can easily find substitutes. A large tin can with strong cardboard ends, a piece of PVC pipe with screwed ends, a mailing tube, or a double layer of cardboard with corrugations placed at 90 degree angles to each other. However this box is made, your model should not be able to move inside it. Your internal padding should be flexible, yet firm. (Check how stereos and small appliances are packed these days.) Inside this box you should also place a self-addressed post card, with International Reply Coupons, for a prompt reply when your model(s) have arrived. If your model has a stand this should have a separate nook OUTSIDE this first box. Now find another box about 2-4 inches larger than the first, pad all sides with foam, bubble pack, etc., and seal up your boxed model inside. I put address labels on each layer of packing, just in case. If you are mailing more than one model, you can also find an outer box they will all fit in and mail them this way. It will save a bit on postage. Remember, however, that Postal regulations place a limit of 72 overall inches on your package with the greatest measurement not to exceed 42 inches.

Once your models are packed, its time to pick a carrier for them. If you have plenty of money and not much time, you can use an international carrier like Tiger or Emory. They can ship from door to door in four days, with costs starting at \$60.00. The U.S. Postal system gives you two options: Surface and Air Parcel Post. Surface rates are: \$3.25 for the first 2 pounds and \$1.05 for each additional pound. They would like 6-8 weeks to ship your package. Air Parcel Post can get your model to Japan in 2-3 weeks, but you pay more. One

pound costs \$10.00, 2 pounds - \$15.30, 3 pounds - \$20.50, 4 pounds - \$25.79, 5 pounds - \$30.90 and up. Insurance is extra. Also, when shipping you will have to fill out Customs Form 2966-A.

Your package is mailed but don't relax just yet. Send a letter to the exhibition secretary and give him some information about what to expect from you. Tell him what was shipped, by what carrier and when - and you can also send another self addressed post card with International Reply Coupons (in case the first is misplaced) asking for info on when your models arrived and their condition on arrival. If you want to, they would also appreciate some data about your model: how long it took to build, where the plans came from, any significant facts about the original vessel, etc.

Speaking for myself, I know that the first time you ship one or more of your precious models off to a show half way around the world, you do have a few nervous moments. But most of us build our work to be seen, and always keeping them tucked away in a safe haven at home seems to be a shame. There is nothing quite so stimulating to a builder as knowing that his work will be examined and admired by literally thousands of people, and that it will become a part of a library-quality, photographic catalog. So I urge all of you to get busy today and begin packing up your works for this major event. We can't meet together, but we can certainly share the excitement of participation together.

ROBIN HARRIS FREEDMAN

-REMINDER! REMINDER! REMINDER! REMINDER! REMINDER!

GREAT NEWS! The 4" diameter embroidered patches with the Association's insignia are finally ready and look great. Jim Davison has ordered them from the manufacturer and will forward them to members as soon as he receives your payment of \$2.00 per patch. (This price will increase to \$3.00 after January 1st.) If you have ordered one or more and still owe Jim, or if you would like to have one but forgot to place your order, please send your money today to: Jim Davison, 1924 Wickham Avenue, Royal Oak, MI 48073.



FROM AND ABOUT THE MEMBERS

ROBIN HARRIS FREEDMAN, our membership chairperson, participated in the Dauphin County Historical Society Arts and Crafts Fair in Millersburg, PA on Saturday, October 6th, by taking a booth where she could display her work. Her three ship-in-a-bottle effort, NINA, PINTA AND SANTA MARIA was awarded third place in the wood craft class for which Robin received a very attractive bronze medal. Robin's booth was one of 101 arts and crafts and food dispensing booths at the fair. She reports that an additional benefit has been the invitation to participate in two other nearby fairs. Congratulations, Robin!

Our president, JACK HINKLEY and his wife DODIE made a 520 mile round trip to pay a surprise visit to visit Robin at the fair and to meet her for the first time. Robin was also visited at her home by HAROLD WHITING (whose work was featured in the last edition) and his wife from Plainfield, NJ. Harold reports that he has been overwhelmed with orders for his bottled trucks now that Christmas is drawing near.

JOHN ROLSTON (Avon Lake, Ohio) writes, "I took 1st in the Great Lakes Annual Model Contest. It was fortuitous that under the stand with my winning model was the judge's sheet - something we never see - and I was horrified to see discover that they rate the bottles with the Mystic rating chart. e.g. scale, etc., So much for artistic license."

HELP WANTED

AUBREY DUNNING, Editor of the European Ship-Bottlers Association magazine, THE BOTTLESHIP, has appealed to me for your assistance. He is anxiously seeking plans for oil tankers (Shell-Esso-BP) that sailed in the early 1950's. He must have deck plans as well as the side hull view. Also any warships, WW II or modern. Again, deck details and coloring are needed if available. Full hull plans are desired, but waterline views will also be appreciated if deck details are present. If you can help Aubrey out please send the plans to him at his home address: Gaasterland 14, Lunetten 3524CA, Utrecht, Holland. Any cost will be refunded by answering mail.

CHRIS NAIR'S wife, Wendy, (Jabalpur, India), is the Principal of the Christ Church Girl's High School. She reports that it is difficult to obtain American publications in India and she asks that if anyone has used "throw-away" American magazines, preferably National Geographic, Newsweek, Time or any ladies Journals, her school could certainly use them. To save on postage the should be sent by ordinary surface "book" post and addressed to: Principal, Christ Church Girl's High School, Jabalpur (MP) India. Any help will be appreciated and the donors name will be put up in the library.

ROBIN HARRIS FREEDMAN is looking for plans for a 1685 ship, BRISTOL MERCHANT, which brought some early immigrants to the USA from England. Anyone have any idea where she could find them? She has a commission to fill. Her address is: Robin Lee Harris-Freedman, 2425 North Fifth St., Harrisburg, PA 17110.



AN EXTENSION TUBE FOR CEMENT

by

Harold C. Gile

An old tried and approved method for cementing rigging and sails to a ship inside a bottle is to pick up a drop of cement on a wire and carefully place it where the bond is to be made. However, this method is not without its aggravations, especially when those unwanted, pesky filaments appear as if they were spun by a neurotic spider. This article offers an alternative method which has worked well for me and which not only eliminates most of the filaments, but also makes it possible to apply any number of drops of cement without returning to the outside of the bottle for each globule.

ADAPTER FITTING: This fitting, shown in Fig. 1, is made of a piece of 5/16" diameter brass or aluminum rod. Cut a slug 3/4" long, chuck it in an electric drill or drill press, run at medium speed and draw file against rotation. Do both ends and draw file a vee groove on one end, as shown, for a bond lock. Drill a 3/32" hole lengthwise through the slug, and then open it halfway to a suitable inside diameter to fit onto the nozzle of the cement tube you will use.

EXTENSION TUBE NOZZLE: This is formed by altering a 1/16" OD brass tube. The tube has a 1/32" bore which is too large to produce a single globule of cement, so one end must be drawn to a smaller diameter. Fig. 2 shows how this is done. The tube is clamped on both ends and may be suspended as shown, or the top clamp may be suspended on a wire fastened to an overhead beam. The clamps will flatten both ends of the tube but these may be cut off later. This procedure should be done in subdued light to observe the color when heat is applied to the tube. The firebrick behind also helps in judging the color. Adjust the flame of a propane or similar torch to its smallest possible size. Hold the lower clamp without pulling.

Gently play the tip of the blue portion of the flame on and off and up and down about 1/2" of the tube watching the color. When a dull cherry red appears, pull very slightly on the clamp. You will feel a slight elongation as you continue to apply heat and the tube will stretch and form a nozzle before breaking off. This a bit of a tricky operation as the wall of the tube is only 1/64" thick. You may have to try several times to get the feel of it. Too much heat and/or too much tension will break the tube off before the nozzle is drawn. I have not been able to do this with a larger size tube. After the tube has cooled, the nozzle can be angled as in Fig. 1a or 1b by bending over the thumb.

TUBE ASSEMBLY LENGTH: Slip the nozzled tube into a length of 3/32nd: OD tube and solder as shown in Fig. 1. Cut this sub-assembly to about 11" long which will be ample for the average bottle. Deburr, especially the bore. Now slip this sub-assembly into the adapter fitting as shown and bond DO NOT SOLDER HERE with a fillet of epoxy. Should cement ever harden in the tube, I know of no easy way to clear it. The simplest solution is to replace the 11" extension. The epoxy fillet can be easily filed away, but solder would require heat which might cause an explosion.

FINAL ASSEMBLY: With the extension assembly completed you must now bond it to the tube of cement. Cut a strip of Mylar or other suitable material to 1/2" width and roll it into a cylinder about 1/2" in diameter and tape it. With the tube of cement set vertically remove the cap and set the Mylar cylinder down on the tube top to form a well around the opening. Now slip the extension assembly onto the open cement tube. The Mylar cylinder should be

taped in place so that it is concentrically equidistant from the extension assembly. The epoxy is then poured into the space. Puddle it with a toothpick as it settles to remove air bubbles and assure a good bond. Allow eight hours for curing.

SEALING THE NOZZLE: After each cementing session seal the nozzle by inserting a small piece of wire into the opening. A small loop at the outer end will prevent it from disappearing inside. A globule of cement will ooze out around the wire and harden and this makes a good temporary seal lasting about two weeks. For longer storage I prefer to dip the end into Plasti-Dip, liquid latex or rubber cement after the globule is thoroughly hardened. It is also well not to store the extension tube in direct sunlight because of the heat. When all of the cement has been used file away the epoxy bond and rebond the extension to a new tube.

CEMENTS: Airplane cement for wood is too thick to force through such a small opening. Plastic Model Cement by Revell is most satisfactory and forms a good globule. Some other brands are too thin and want to squirt. Formerly, Revell had a statement on their tubes indicating that the cement was only suitable for plastics, but that has been removed and I find the material quite suitable for bottled models. No cement seems to harden as quickly as advertised, so allow plenty of time for it to work.

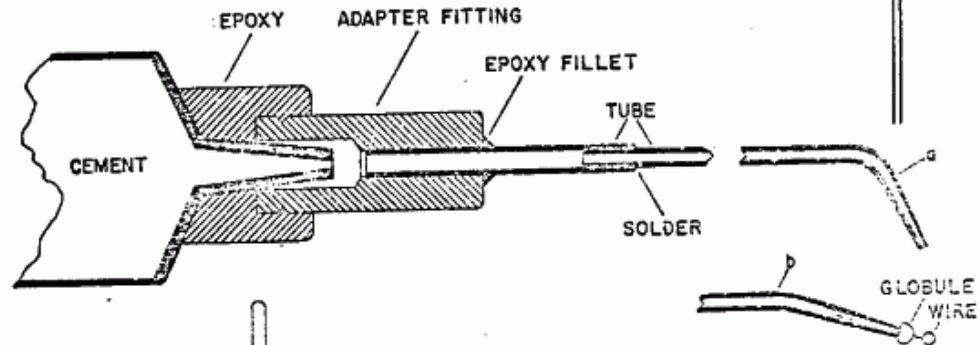
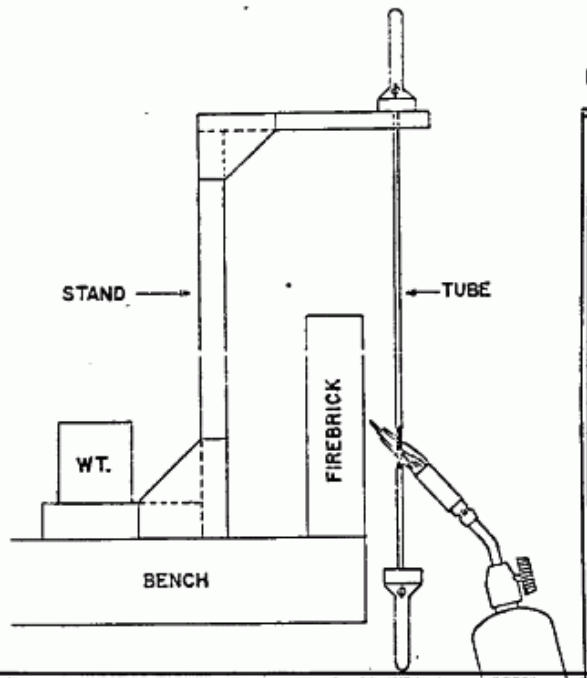


FIG. 1



FRANK SKURKA, (Seaford, NY) "I have recently gotten into bottling in miniature bottles, but scaling down plans is always a headache. Luckily I discovered the Savin 530 photo copier which has the capability to both enlarge and reduce while copying. It will enlarge to 127% and can produce reductions in 90%, 74% or 64% size. By successively reducing 90%, taking that copy and reducing 74% or 64%, and then taking those and going down 90%, 74% or 64%, I was able to take a print from a book and get it reduced down to a hull length of 20mm. A word of caution: If the quality of the original is not sharp and clear, by the time you reduce it 5-6 times, it gets blurred and is of little value." (Editor's note: Many large copy centers have copiers which reduce and enlarge)

PETER DOLPHIN, (Glenfield, Auckland, New Zealand) "I have been pushing my local library staff to its fullest ordering books from the New Zealand National Library. I hope that all U.S. and Canadian personnel have access to these:

THE ART OF SHIP MODELLING by A. Richard Mansir [Contains an excellent list of books of interest]

SAIL TRAINING AND CADET SHIPS & DEEPWATER SAIL, both by Harold A. Underhill
[Both have plans aplenty]

MERCHANT SAILING SHIPS - 1815 to 1850, by David R. MacGregor

KING'S CUTTERS by Graham Smith

H.M. CUSTOM CUTTERS, published by Conway Maritime Press, Ltd., Greenwich, England

DON HUBBARD, (Coronado, CA) "I always keep two pair of fine jewelers tweezers on the work table. One can be used to hold a small object while the other is picking away on it.

Curved cuticle scissors work well for close cutting threads and for snipping small ends off split bamboo. I also have a second pair that I use for snipping thin wire.

One way to simulate blocks and still keep the scale is to form a bend in your line and then glue poppy seeds in place where the block would be. They are naturally dark and shaped well. The first time I used these seeds I drilled them with my #80 drill and ran the line through them. It was not worth the trouble. NOTE: my daughter, Lauren, asked me the only question I could not answer. She said, "What happens if they sprout?" Oh, oh!

Some of the best small containers can be found in fishermen's supply houses. I have two pair of clear plastic, cylindrical containers, about 2 inches in diameter, which are apportioned into smaller units which screw into each other vertically. These are handy for all the small parts and pieces that SIB modellers need and use. I also found some small flat tackle boxes (about 1" X 4" X 8") which are divided into compartments, each with its own snap down lid. Lots of storage for masts, spars, hulls, sails, tools, or you name it.

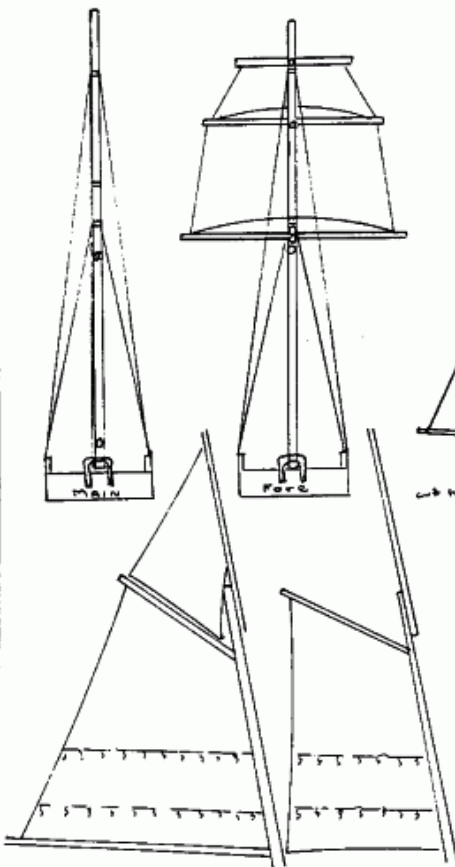
The cap from a can of spray paint makes a handy trash recepticle for all the bits of cut off thread, small piles of shavings, broken drill bits, and whatever. The caps are small enough to toss into your kit so that they are always available when you need them.



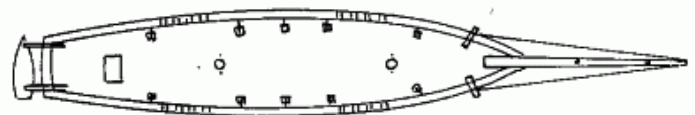
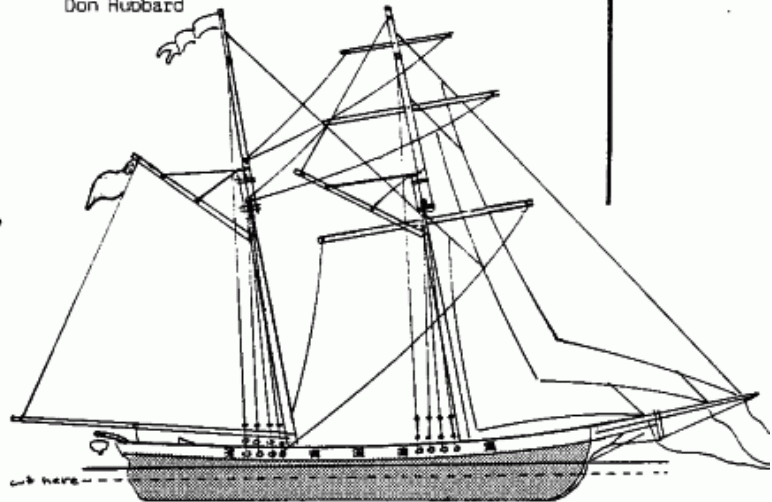
THE TOPSAIL SCHOONER CALIFORNIAN

The Californian is a working replica of the 1849 U.S. Coast Guard Revenue Cutter. LAWRENCE, which sailed the west coast of the U.S. during the turbulent years of the California gold rush. This new vessel was built in San Diego under the direction of Melbourne Smith - designer of the PRIDE OF BALTIMORE - and was launched in the spring of this year. She is one of the fastest tall ships in the world, capable of speeds of up to 14 knots, and has become the official maritime representative of the State of California.

Here are some hints to help you build this model. Turn your masts from bamboo skewers or other sturdy doweling and both tie and glue the upper and lower halves together. Drill all the necessary holes in the built up masts before assembling the model. Cut the hull a bit deeper than the actual waterline to allow the vessel to heel slightly in the bottle. Cement a piece of thread along the sides to separate the white topsides from the lower area. This makes painting easier and neaten the job. Cut small black squares out of black paper to represent the gun ports. Cement the fore and aft gaff sails (foresail and mainsail) to the gaff and not to the mast. This will permit the masts to be collapsed without sail damage or excess wrinkling. The main topsail is cemented to the mast and not the gaff. The forestaysail, jib and flying jib should be cut double and then folded over the stays. The jib (second one in) should not be cemented in place (the other two can be) but allowed to move up and down the line so that the stay can run back through the foremast when the masts are lowered. A touch of cement will anchor it once the masts are raised inside the bottle. Use your imagination, test and retest as you go, pray a lot and don't use bad words. Good luck!



Don Hubbard



© D. Hubbard 1974

Specifications of the CALIFORNIAN

Sparred length 145'
 Length on deck 90'
 Waterline length 83'
 Beam 25'
 Displacement 125 long tons
 Sail area 10,400 sq. ft.

EX LIBRIS: BOTTLED SHIPS

by
Don Hubbard

The letter from Per Christensen read, "I hope you are interested in bookplates since I have designed one for you." As many of you know, Per is a graphic designer in Denmark and the author of several books on our hobby. He is also responsible for our cover design and our insignia, so when he offered me a personal SIB bookplate I was understandably elated. As it turned out he had also inadvertently touched upon an on-again/off-again hobby of mine, and our newly discovered mutual interest set us both off on a new round of correspondence. The results of his bottling bookplate efforts and mine are shown below. Juzo Okada, president of the Japanese Ships-in-Bottles Association is the other fortunate recipient of Pers work. Per, himself, often puts "people" in bottles but there is one other bit of information about him which will help you understand the symbolism in his plate. Before he became a graphic designer he worked in his father's fireworks factory and he was in it when it blew up. That will make you seek alternate employment every time! If anyone else is interested in bookplates we would like to hear from you.



EX·LIBRIS
岡田 重三



DANISH SEAMEN'S HANDICRAFTS

by
Per Christensen

The breakthrough of the arts and crafts movement in Denmark also stimulated interest in seamen's handicrafts. In 1884, on board the Danish naval vessel "DAGMAR", a theologian enroute to the West Indies described how, during the calm passage through the trade winds, the crew passed the time either by plying a needle and thread, or by decorating shells, calabashes or coconuts. Another supporter of handicrafting at sea, the head of a navigation school, emphasized the value of working with handicrafts rather than reading novels - in his opinion the latter were as dangerous as smoking tobacco.

Danish maritime handicrafts were largely of international interest because crews manning large ships under sail represented many nationalities. Part of the working material for crafting, such as wood, rope and paint, was found on board. Other items such as fruits and minerals came to hand when visiting foreign ports. Seamen worked at their handicrafts with the tools they always possessed: knife, marlinspike, and sailmaking gear with glove, needles, bodkins and thread.

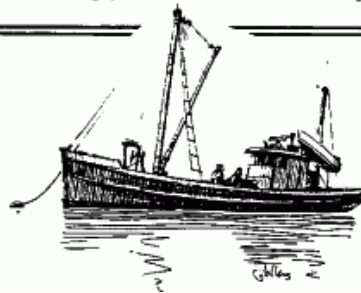
The seaman made his duffel-bag and smaller bags for his tools from canvas. Both bags were often decorated with knot-work and fringes. The art of ropemaking, in spite of being an extensive craft with many variations, was perhaps the most homogenous of the international maritime handicrafts.

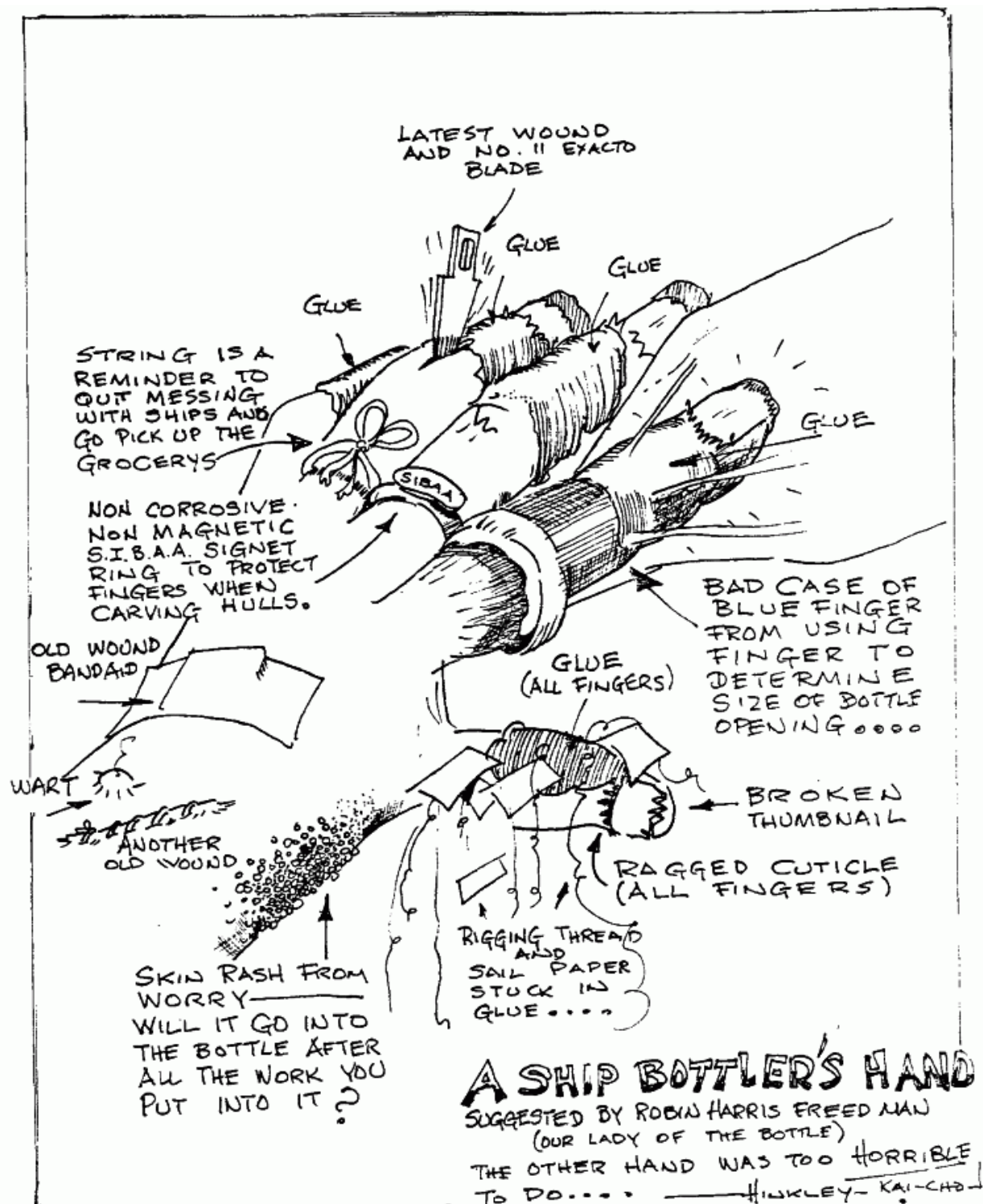
The construction of ship models was understandably another favorite pastime on board. The finest models, with sails and full rigging, were mounted in glass cases. The materials for building them were often bought at large ports. Ship models were often called after wives and sweethearts, but rather than being correct scale reproductions of existing ships they were more often imaginary vessels. Ships-in-bottles acted as a challenge, both to the model builder and the onlooker who may not have always guessed that the ship was built outside the bottle with sails and rigging pulled upright after the ship had been eased in the container.

Woodcarving was a distinct art practiced by Danish seamen who made picture frames and sewing boxes from small sticks and odds and ends of wood. On the other hand, carving in whalebone and sperm whale ivory was never a part of the Danish handicraft tradition at sea.

Many seamen had no time for manual pastimes until they retired from the sea to become lighthouse keepers, harbour masters, riggers, pilots or customs officers. In the 20th century many of the best examples of seamen's skill in handicrafts have been executed by men holding these latter jobs. Not all forms of maritime craft represented art, some forms were of a more ordinary, practical nature.

Though the age of working sail is largely past, many of the traditional maritime handicrafts still continue to flourish in Denmark where they are kept alive by individuals who have learned to admire and enjoy the work of their seagoing forebears.







EDITORS NOTE

How many of you saw the September/October edition of Model Ship Builder Magazine? The well known ship modelling writer, Dr. Milton Roth of the Dromedary, has an article on bottling ships on pages 3 - 8, and our Association is mentioned in his article as well as separately on page 64. We have received many inquiries as a result and you can see how our membership grew when you look at the "welcoming" page. I have written notes of thanks to both Dr. Roth and Jeff Phillips, MSB editor. Model Ship Builder is the world's largest model ships and boats magazine and subscription info can be obtained by writing to them at P.O. Box 128, Cedarburg, WI 53012.

Many of you have indicated that you would like to see more building plans in Bottle Shipwright. We would be glad to add this feature if plans were made available to us by the membership. They need not be elaborate, but in small scale and clear enough to follow. I am sure that many of you have plans which you have used to build a favorite model. Please send them in and we will publish them.

I try to answer all of the letters that I receive, but the cost in time is a bit heavy, especially when Bottle Shipwright deadlines are closing in. So please understand and be patient if you don't receive a quick answering letter or instead receive a postcard with a short note scribbled on it. Remember, it's the thought that counts. And with that I bid you all a Merry and a Happy and offer my best wishes for bountiful bottling in '85.

DON HUBBARD

OBITUARIES

The passing of two of our long-time California members, Al Seeger of San Juan Capistrano and Fred Downes of Seal Beach, has been reported since the last issue of Bottle Shipwright. Both men discovered our organization in 1962 when we appealed for models to show at the First North American International Exposition, aboard the Star of India, at the Maritime Museum in San Diego. Both were skilled builders and their work was seen and admired by some 90,000 visitors during the two month exhibit period. Both were military veterans and both succumbed to the onslaughts of cancer in August. Although they are gone from our ranks, the many well-made bottled models which they left behind will be a continuous tribute to their enthusiastic participation as bottle shipwrights.

Fred H. Downes, Chief Quartermaster, USN [Ret], August 16, 1984
Albert H. Seeger, August 25, 1984

NEW**MEMBERS**

Gavin J. Anderson, 1833 S. 2000 E., Salt Lake City, UT 84108
Russell Avilla, 109 Anderson Ave., West Haven, CT 06516
Jim Bartlett, 13904 E. 33rd St., Tulsa, OK 74134
Alexander F. Bellinger, 33 Mystic Ave., Tewksbury, MA 01876
Alan R. Bertke, 3249 Tarleton Dr., Beavercreek, O 45385
Rex Brandt, 205 Kaikuono Place, Honolulu, HI 96816
Ken Breeze, 7145 Wallaby St., Ventura, CA 93003
Donald H. Budke, P.O. Box 24113, Cinti., OH 24113
Al Campbell, 1727 Rue de la Mar, Oceanside, CA 92054
Joseph Cassisa, 4638 Arthur Dr., New Orleans, LA 70126
Guy L. De Marco, 1 Child Ave., Apt. 2F, Floral Park, NY 11001
Alfred Dickman, 8 Jerold St., Plainview, NY 11803
Thomas M. Enbody, 13660 Greenwood Ave., #C, Seattle, WA 98133
Harold H. Gowen, 107 Bunch Lane, Greenville, NC 27834
Wayne W. Green, 14541 Sanderson, Dolton, IL 60419
J. Wayne Holzbach, 4161 Foxglove Rd., Richmond, VA 23235
Robert A. Krugley, 14511 Ridge Ave., Orland Park, IL 60462
Murray Z. Lennett, 4121 1/2 E. 2nd St, Long Beach, CA 90803
Edward A. Mueller, 4734 Empire Ave., Jacksonville, FL 32207
Hugh F. Murty, 6011 Cheri Lynne Dr., Dayton, O 45415
Edward C. Newman, 5201 Cass St., Omaha, NE 68132
Mirian W. Rummel, 807 Glover, Goldendale, WA 98620
Fred Schirner, 1163 South 1500 West, Vernal, Ut 84078
Karl H. Schulz, 933 Newport Ave. # 1, Long Beach, CA 90804
Chester M. Slusser, 378 N. Hockett St., Porterville, CA 93257
Bernice K. Suominen, P.O. Box 165, New London, PA 19360
Leon F. Tallon, 37 W. State St., Trenton, NJ 08608
Richard Thomas, 5521 Ricker Rd., #203, Jacksonville, FL 32210
Bruce Ward, RR 1, Union, Ontario, Canada NOL 2L0
Paul E. Weidner, 141 Quail Pond, Casselberry, FL 32707
William E. Wheeler, 6672 Julie Lane, Westhills, CA 91307

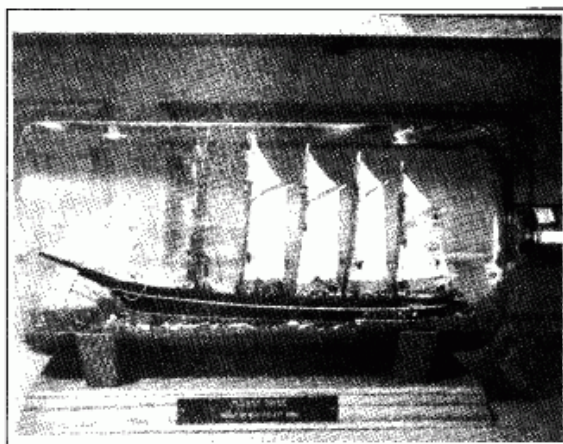
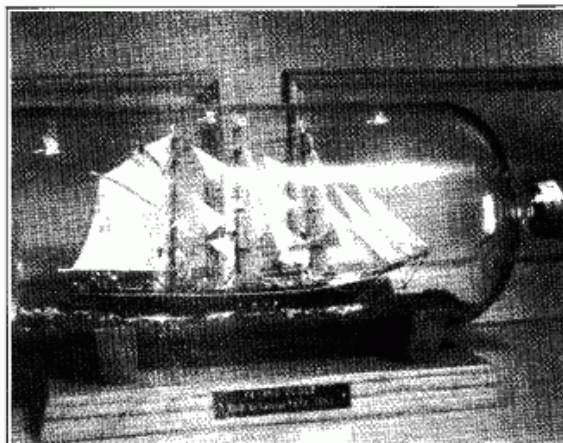
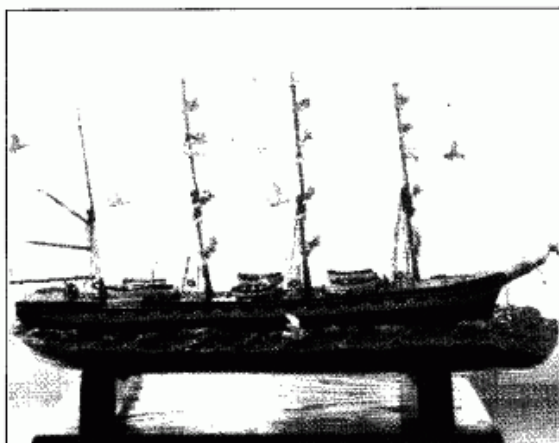
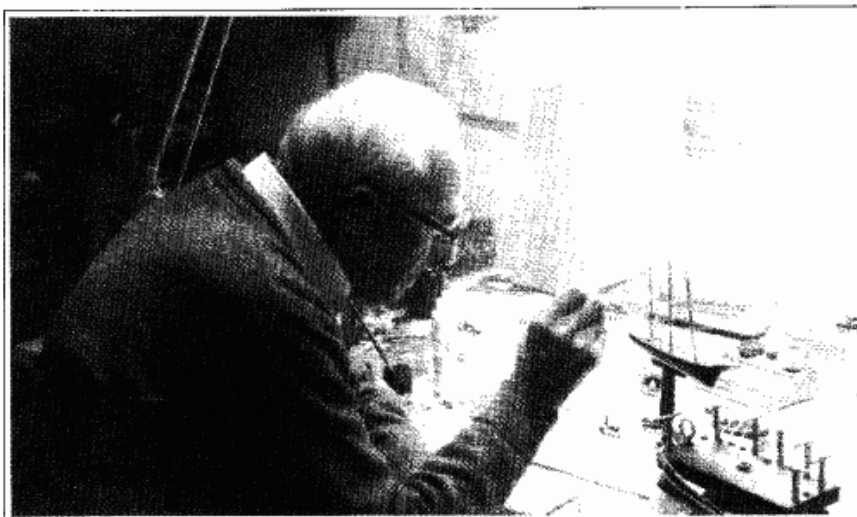
ADDRESS CHANGE

Joe Casazza, 1 Perry Drive, Essex Junction, VT 05452
Gary V. Frank, 464 Sunset Blvd., Greenwood, IN 46142
SFC Gary D. Lutes, P.O. Box 330, 3rd MP Co., APO NY 09031

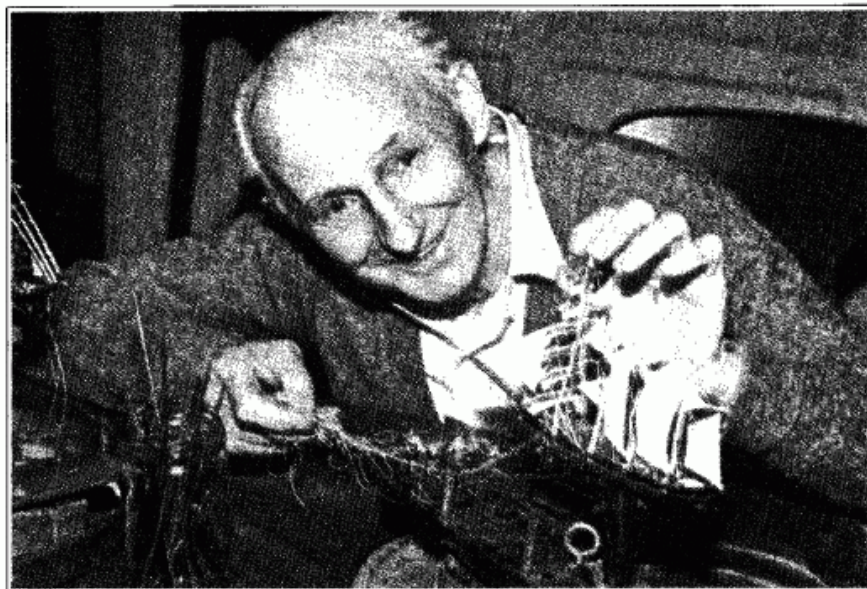




Photos show George at work and three of his larger models: "Kruzenshtern," "Flying Cloud" and at bottom right "Forest Pride."



"Steady As She Goes."

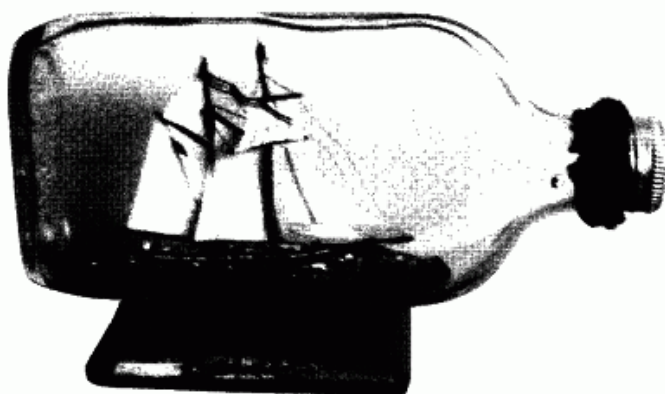


Graham Paine / Etobicoke Guardian

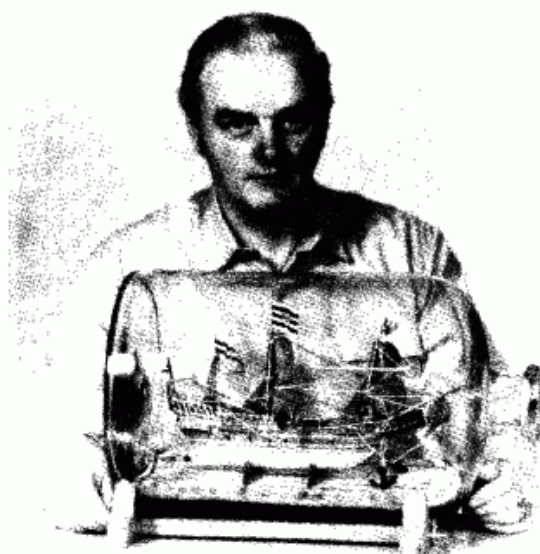
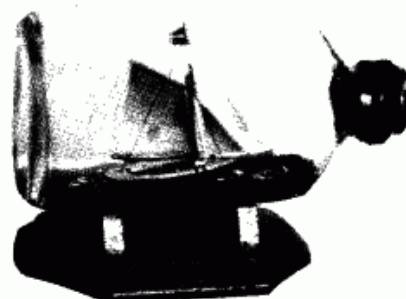
Fellow member George Fulfit of Islington, Ontario is a remarkable man. Since his retirement from Canada Packers in 1970, George has produced over 200 ships-in-bottles. The largest ship he has built is the *KRUZENSHTERN* with 170 sailors in the yards and rigging. This model is the subject of The National Film Board of Canada film "Steady As She Goes" and the bottle was specially blown to make filming easier. George has since had several other bottles made for him.

At 80 years of age, George is more active than many men half his age. He is very much in demand by the media — featured twice on the television program "Real People", several interviews on local T.V., and radio programs and his work has been on display in Toronto at The Ontario Science Centre, the Marine Museum of Upper Canada and Harbourfront. George has also put on displays at the Marine Museum in Port Colborne, Ontario, and has been featured in articles in many of our newspapers. Retired? No, I think George has started a new career.

Written by A. Rogerson, Toronto



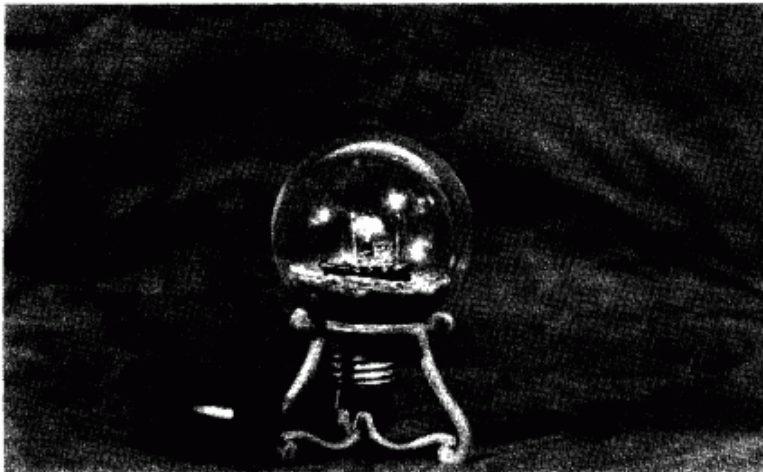
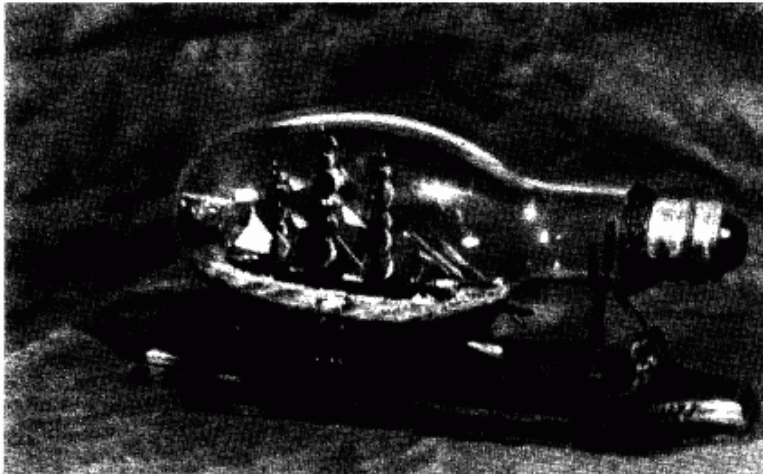
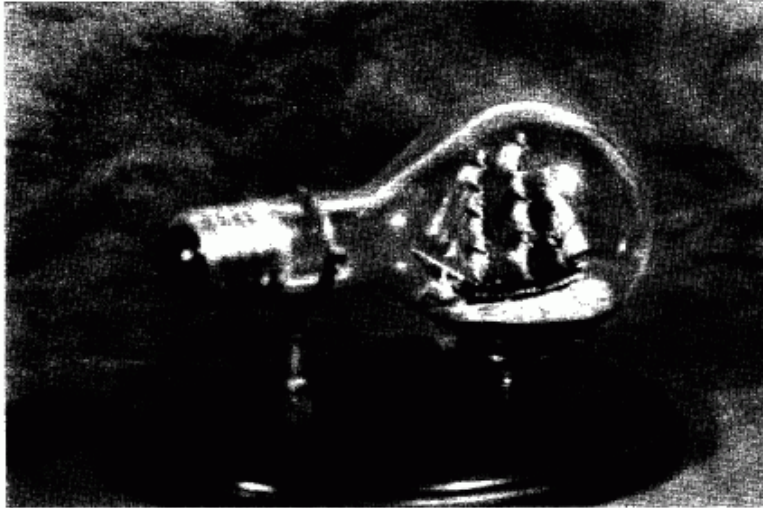
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 Above: Baltimore Clipper, PRIDE OF BALTIMORE, in 16 oz.
 whiskey flask. Right: Little gaff-rigged cutter in 4 oz.
 cough syrup bottle. Both by ALAN ROGERSON (Toronto, Canada)



Above: Hans Euler (Tangerhutte, German Democratic Republic) with one of his
 fine large models. Hans owns and runs the ship-in-bottle museum in Tangerhutte.



Above: Demonstration Model by JACK HINKLEY (Corasopolis, PA).
 This model was made by Jack to illustrate the technique of
 bottling ships. Jack has presented his talk to many students
 in the Pittsburgh area.



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BOB EMORY (La Habra, CA) built
these three models in light bulbs.
Top: CONSTITUTION is in a 600 watt
commercial light bulb.

Center: CUTTYSARK resting in a 400
watt high intensity discharge lamp
featuring hand carved Dolphin bulb
supposts and hand made boom support
for the bulb neck.

Bottom: Tug boat in a 40 watt
decorative light bulb.